South Carolina Aeronautics Commission

Aviation Newsletter

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PIEDMONT INAUGURATES JOINT SERVICE TO MYRTLE BEACH

On July 9th Piedmont Airlines inaugurated jet service into Myrtle Beach Air Force Base. The photo above was taken during the July 12th ceremonies held in connection with the opening of Piedmont new passenger terminal. Shown in the photo are from left to right: Bill McGruder, Executive Vice President, Piedmont Airlines; Edward L. Young, U.S. House of Representatives Member; James Hackler, Member, Horry County Airport Commission; Thomas Davis, President, Piedmont Airlines; Strom Thurmond, U.S. Senator; Davy Crockett, Assistant Secretary for Installations, USAF; and Mark Garner, Former Myrtle Beach Mayor.

This new service is the result of much planning on the part of Piedmont Airlines, the city of Myrtle Beach, the Horry County Airport Commission and the South Carolina Aeronautics Commission. The Air Force has granted joint use for the scheduled Airlines in order to allow them to take advantage of the runway for the Myrtle Beach Air Force Base. The alternatives to joint use would have been a lengthy and expensive remodeling of the Myrtle Beach Airport which is located at North Myrtle Beach.

Piedmont currently has twelve daily flights scheduled into Myrtle Beach Air Force Base. Four of these flights will be Boeing 737 Jet Aircraft and the other eight will be served by Turbo Prop YS 11's.

The new service will provide direct flights to Myrtle Beach from Atlanta, Washington, D.C., and New York City, and connecting points from Chicago. This will do much to bring tourists into the Grand Strand area. At this time there are no direct flights into Myrtle Beach from any point in South Carolina.

SPIRIT OF 76 FLY-IN

The Bicentennial Community of Georgetown, South Carolina, proudly announces the "First Annual Spirit of 76 Fly-in", scheduled for the Georgetown County Airport, September 19-21, 1975. The three day event, which is anticipated will become a regular event on the annual EAA calendar, is being co-sponsored by the Georgetown County Bicentennial Commission, the Georgetown Office of the Greater Myrtle Beach Chamber of Commerce, and the Georgetown County Airport Commission.

Everyone interested in aviation will be welcome at the event, and all classes of aircraft; antiques, domebuilts, experimentals and warbirds, are expected to begin arriving on Friday, September 19, to take part in the festivities. A final schedule of events has not been arranged but judging will be held for all classes of aircraft, and trophies presented for Best Design, Best Homebuilt, Best Restoration, and so forth. There will also be a precision landing contest on Saturday. Judges will include John Hamilton, Director of the South Carolina Aeronautics Commission, Vernon Strickland of Hawthorne Aviation, Bob Moeller, of Hangar One Aviation in Opa Locka, Florida, and two others as yet un-named. Retired Air Force General Moeller is one of the foremost air racing pilots in the nation, and will be racing his Formula One, "Boo-Ray", in Reno the week before the Spirit of 76 Fly-in.

The Georgetown County Airport is located just east of airway Victor One, 5 miles south of the city. There are 3 5,000 foot hard surface runways, with plenty of tie-down space and display area available. One hundred octaine and jet fuel are available, as is mechanic service. The average temperature in late September in Georgetown, a water sports paradise, will be in the 70-80 degree range, with night-times in the 50-60 degree range.

The purpose of the "Spirit of 76 Fly-in" in the years ahead will not only be to focus attention on our Nation's 200th Birthday, but to bring about a better comprehension of the American way of life, promote solidarity at a time when we desperately need to re-establish our national unity, and to re-affirm the precepts upon which these United States were founded. This will be an All-American affair, with bands, early American demonstrations, a lot of flying and fun, along with a few speeches. If you love America and cherish the halcyon days of aviation, we solicit your participation and support of the "First Annual Spirit of 76 Fly-In", September 19-21, at the Georgetown County Airport in South Carolina. Mark the dates on your calendars, talk it up in your local flying circles, and we look forward to seeing you. Further information on the event, the airport, town and accomdations will be forthcoming. Herb Bailey, EAA 95060 NPA 55120, Chairman, Spirit of 76 Committee, P.O. Box 619, Georgetown, South Carolina 29440.

COLUMBIA LOCALIZER

Several complaints have been received recently regarding localizer courses as much as 36 degrees to 90 degrees off the published course at Columbia. Paragraph 2. (e) and (f) of the Airman's Information Manual, Part 1, Page 1-10 states that:

2. LOCALIZER -- (e)The localizer provides course guidance throughout the descent path to the runway threshold from a distance of 18 NM from the antenna between an altitude of 1000' above the highest terrain along the course line and 4500' above the elevation of the antenna site. Proper off-course indications are provided throughout the following angular areas of the operational service volume: 1. To 10 degrees either side of the course along a radius of 18 NM from the antenna, and 2. from 10 degrees to 35 degrees either side of the course along a radius of 10 NM. (f) Generally, proper off-course indications are provided to 90 degrees either side of the localizer course: however, some facilities cannot provide angular coverage to that extent because of the siting characteristics or antenna configurations or both. Therefore, instrument indications of possible courses in the area from 35 degrees to 90 degrees should be disregarded. All unrestricted localizer facilities provide acceptable course guidance information within the areas described in 2(e) above.

The Columbia localizer, as well as others, is subject to this problem. Note, however, that these localizers are reliable and have been and will be regularly flight checked by FAA for this reliability to 35 degrees either side of the published localizer course.

Each pilot is cautioned to always check the published localizer course with his heading to preclude following a course that may be picked up from 35 degrees to 90 degrees off.

BREAKFAST CLUB NEWS

Hawkins, Hamilton, McKay

On July 13 members gathered at the Thunderbird Inn for what proved to be one of the largest meetings of the year. This meeting was held in honor of Gene McKay of WIS Radio. Gene, Commander of the Ancient Irmese Air Force, was presented the South Carolina Aviation Trades Association Aviation Ambassador Award by SCATA President Jim Hamilton in recognition of his dedicated support to South Carolina's progress through aviation.

Members of the General Aviation District Office were also on hand and John Cureton, Chief presented Mr. McKay a certificate making him an honorary Accident Prevention Counselor.

In addition to these honors, he was awarded the bouncing ball for his helicopter proficiency as demonstrated in the parking lot of the Thunderbird Inn. This honor was received after a lengthy discussion with Jim Hamilton in an effort to determine who was actually flying the helicopter. Some thought was given to the possibility that neither of them were in control of the helicopter but this was later discounted and the award was made to McKay.

One hundred and fifty people were present for the Breakfast which was furnished by Midlands Aviation Corp. Other dignitaries present included Homer Collum, Coy Derrick, and Earle Kirkwood who have sered as Presidents of the S.C. Breakfast Club and also members of the 99's.

The meeting at Georgetown on June 29th was also well attended. Twenty-nine planes flew into the meeting and 83 people were on hand for Breakfast at the Holiday Inn.

The schedule for coming meetings is as follows: July 27 -- Pickens; August 1 -- Sumter, Representative Ken Holland will speak to the group and answer questions; August 24 -- Camden - Hawkes Nest at the Camden Airport; September 21 -- Georgetown; October 19 -- Orangeburg - Election of Officers.

CHECK THE DATE

Pilots and owners are cautioned to check the expiration date on the battery of their emergency locator transmitter (ELT) to be sure it is not out of date. Regulations require that ELT batteries be replaced when (1) the transmitter has been in use for more than one cumulative hour or (2) half the useful life of the battery has expired. In many cases these batteries are not being replaced, which means that the device does not meet FAR requirements and that in case of accident or forced landing it might not function to summon help. Battery replacement may be made by certificated pilots; be sure you use the proper battery for your ELT. These are available from ELT manufacturers, aircraft dealers and aviation supply houses. Remember that the new expiration date for the replacement battery must be marked on the outside of the transmitter. (Over-the-counter batteries that are generally sold for flashlights, radios, etc., are not recommended for use as replacements in ELTs because they have not been tested for this purpose and might not meet the power supply requirements.)

FAA NOTES

Aviation Safety Reporting Program----------

The Federal Aviation Administration (FAA) has established a voluntary program designed to stimulate the free and unrestricted flow of information concerning deficiencies and discrepancies in the aviation system. This is a positive program intended to ensure the safest possible system by identifying and correcting unsafe conditions before they lead to accidents. The primary objective of the program is to obtain information to evaluate and enhance the safety and efficiency of the present system.

The FAA is convinced that an unrestricted flow of information from those people who use the system on a regular basis is one of the primary ways of monitoring its performance. To ensure receipt of this information, the program provides for the waiver of certain disciplinary actions against persons, including pilots and air traffic controllers, who file timely written reports concerning potentially unsafe incidents which occur after April 30, 1975. To be considered timely, reports must be delivered or postmarked within five days o fthe incident unless that period is extended for good cause. Reporting forms are available at FAA facilities.

The FAA continues to encourage the reporting of any information which a person believes discloses an unsafe condition in the National Air Transportation System. This program, however, will initially apply to that part of the System involving the safety of aircraft operations, including departure, en route, approach and landing operations and procedures, air-traffic control procedures, pilot/controller communications, the aircraft movement area of the airport, and near mid-air collisions. Pilots, air traffic controllers, and all other members of the aviation community and the general public are asked to file written reports of any discrepancy or deficiency noted in these areas.

Violation reporting may be discouraged because of a fear of FAA disciplinary action against others involved in that violation. Accordingly, if any person involved in a violation of Federal Aviation Regulations or FAA directives covered by this program files a timely report of that violation to the FAA, the Administration will waive the taking of disciplinary action against any person involved in that violation except with respect to reckless operations, criminal offenses, gross negligence, willful misconduct, and accidents.

The report should give the date, time, location, persons and aircraft involved (if applicable),nature of the event, and all pertinent details. It should be submitted to FAA Headquarters, Regional Offices, or Air Traffic, Flight Standards or Airports Facilities.

Previous experience under an FAA near mid-air collision reporting program indicated that the willingness of persons to submit a report depends to a large degree on the FAA's ability to preserve the anonymity of person filing reports and persons named in those reports. The FAA will do so upon written requests to the fullest extent permitted by law.

The program will be constantly monitored to determine its effectiveness and will be clarified, modified, or expanded as necessary. All interested persons are invited to submit comments or suggestions on the program. Submissions should be addressed to the Associate Administrator for Safety, Federal Aviation Administration, Washington, D.C. 20591. In addition, the aviation community will be invited to participate on a continuing basis. Periodic meetings will be scheduled with interested aviation groups who use the system to obtain their views on the effectiveness of the program and changes needed to accomplish its purpose. This program applies to incidents which occur after April 30, 1975, and is adopted under the authority of sections 305, 307(a), 312(c), 313(a), 601(a), 701(a) and 1104 of the Federal Aviation Act of 1958(49 U. S.C. 1346, 1348(c), 1353(c), 1354(a), 1321(a), 1441 (a), 1504), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C. on April 18, 1975.

James E. Dow, Acting Administrator

Technical Factors Most Frequently Involved in Aircraft Accidents

In 1973, there were 4,248 general aviation aircraft accidents. Over one-half of the general aviation aircraft accidents involved PERSONAL flying activities, and while this segment of aviation flow 29% of the total hours, it had 56% of the accidents. By contrast, executive flight operations accounted for 17% of the total flying hours and had only 1.4% of the accidents.

Further analysis of the accidents was made to identify the systems involved. The three leading technical factors involved in general aviation accidents are as follows: (1) reciprocating powerplants; (2) fuel sys-

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tems; and (3) landing gear. These three systems were involved in 512 or 12% of the total general aviation aircraft accidents.

Reciprocating engine malfunctions were the SECOND leading technical factor involved in general aviation accidents in both 1972 and 1973. They were involved in the highest number of fatal accidents of all technical factors in the same two-year span. The probable causes or contributing factors are many. They range from failure of an aviation mechanic to properly perform maintenance and inspections to marginal design and defective parts.

Fuel systems are the THIRD highest technical factor involved in general aviation accidents and in fatal accidents. Fuel contamination leads the list in fuel system involvements, both in the number of accidents and in the number of fatal accidents. Fuel contamination has ranged from acid, dirt, and water to the wrong type of fuel; e.g., gasoline in kerosene and vice versa. It is believed that lack of understanding and carelessness are the major contribution to fuel contamination. Fuel system components (valves, pumps, plumbing, flowmeter, etc.) have also contributed to a high number of aircraft accidents, both fatal and non-fatal.

The LEADING technical factor involved in aircraft accidents is landing gear. While landing gear is the third technical factor involved in accidents, no loss of life is associated with these accidents. For this reason it is THIRD in the order of priority. Landing gear extension and retraction lead the list in landing gear assosiated accidents. While it is often difficult to determine, there are indications that many cases of gear extension and retraction malfunctions are due to the lack of service and maintenance. The very nature of the work and equipment necessary to conduct proper inspections and maintenance is conducive to neglect; e.g., the requirement for jacks and fear of jacking outdoors, bad weather, and lack of technical data. Other suspected areas are troubleshooting and extension and retraction checking by unqualified persons. Many landing gear malfunctions are caused by excessive wear or failure of structural parts which have an incipient stage. A closer inspection would have revealed a condition recognizable as a hazard.

GENERAL AVIATION SAFETY ALERT----------

Fuel Exhaustion--Each year there are over one hundred accidents as a result of fuel exhaustion. Ten percent of these are fatal. These accidents could have been prevented by proper preflight preparation and enroute planning.

REMEMBER-------Check your fuel supply prior to departure, monitor the rate of fuel consumption in flight, and plan to arrive at your destination with an adequate fuel reserve.

Safety Recommendations From NTSB

On the afternoon of June 22, 1974, at Petersburg Municipal Airport, Petersburg, Virginia, two persons were killed in a Cessna 402B during an attempted go-around from a wheels-up touchdown. The National Transportation Safety Board's investigation of the accident disclosed safety information which should be made available to pilots. The Safety Board believes that if FAA's Accident Prevention personnel would make pilots aware of the operations details of this accident, similar accidents could be prevented.

The pilot, who was relatively unfamiliar with the particular airplane model, had performed a touch-and-go landing immediately before the accident. He then retracted the landing gear but did not reextend it during the subsequent approach. As the airplane began to touch down a second time, the propellers of each engine gouged into the asphalt runway surface, resulting in extensive damage to the blades.

The pilot reacted by initiating a go-around. However, flying speed was not or could not be maintained, and the airplane rolled to the right then to the left, pitched up, rolled back to the right, and crashed, It exploded on impact and burned.

The pilot's decision to go around appears to have been a judgmental error. It was, however, an almost instinctive reaction in an effort to extricate himself from a very untenable position. It, on the other hand, the pilot had been mentally preconditioned for such an eventuality, specifically in regard to the irreversibility of a wheels-up touchdown, under these specific circumstances, we believe that he would have stayed on the ground and probably suffered no injury.

Pilot of retractable gear airplanes must maintain a continuing vigil, particularly when touch-and-go landings are conducted, in order to avoid a wheels-up landing or a tragic wheels-up occurrence such as this one. More importantly, however, if a wheels-up contact with the runway does occur, the pilot sould be aware that structural damage, low airspeed, high decelerative forces, or engine/propeller damage can make an

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attempted go-around hazardous.

Of the 144 wheels-up landing accidents which occurred in 1973, only 3 involved serious injury. Six of the accidents involved minor injuries, and the remaining 135 accidents involved no injuries at all.

There are clearly a number of important safety messages associated with the operational circumstances of the above accident, and the details and safety implications should be disseminated to and discussed with pilots at every appropriate opportunity.

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration's Accident Prevention Staff, including the Regional Coordinators, and Accident Prevention Specialists, and the Accident Prevention Counselors:

Schedule discussion of the operational circumstances of this accident at the various pilot safety meetings, seminars, and clinics which are scheduled throughout the year. (Class III)

A member of the Bureau of Aviation Safety will be made available to assist them in connection with any questions they may have regarding this matter.

FLIGHT INSTRUCTOR REFRESHER COURSE

The annual South Carolina Flight Instructor Refresher course will be held in Columbia, October 21 through October 23rd. This course is set-up for the purpose of meeting the Flight Instructor Revalidation requirements. Current FARs require that Flight Instructors be revalidated every two years. This years course will be conducted by the Flight Instructors team from the FAA Academy in Oaklahoma City. In addition other Industry Representatives will be on the program.

The location for this years course is the Quality Inn on Interstate 20 at Broad River Rd. The Quality Inn has excellent facilities with seating for over two hundred participants.

This course will be sponsored by the South Carolina Aeronautics Commission and the AOPA Air Safety Foundation.

For further information please contact Mr. James E. Stargel, Director Flight Instructor Department, AOPA Air Safety Foundation, 7315 Wisconsin Ave., Washington, D.C. 20014.

GOLDWATER ADDRESSES CONVENTION

Barry Goldwater, Art Templeton

The Honorable Barry Goldwater, Jr., Congressman from California was the featured speaker at the Southeastern Aviation Trades Association Convention at Myrtle Beach, July 9, 10, 11. He is shown in the picture above with Art Templeton of Hangar One in Atlanta, Georgia.

Other speakers were Wayne A. Whitman, Virginia Department of Transportation; Theodore C. Lutz, U.S. Department of Transportation; Vernon Strickland, President of Hawthorne Aviation and Dr. Sidney Sandridge , President of Athens College, Athens, Alabama & Mrs. Gladys Tyler of the Aeronautics Commission office.

The Aviation Trades Association is made up of representatives from South Carolina, North Carolina, Virginia, Florida, Tennessee, Georgia, Kentucky and Alabama.

AIRPORT DEVELOPMENT

Airport Development sometimes necessitates the acquisition of privately owned property. How and why such land is acquired is the subject of a new FAA booklet that also tells what happens to the persons who are displaced by Federally assisted airport projects and what compensation they can expect under Public Law 91-646. The booklet, "Sites for Public Airports" is distributed by FAA Airport District Offices to airport project sponsors, who are expected to furnish copies to occupants of property to be acquired.

YOU AND YOUR FSS

As the size of the pilot population in our country continues to expand rapidly (now approaching 800,000, including student pilots) some airmen have the impression that the traditional pilot's friend, the Flight Service Station, is no longer readily accessible to them from the air. There is no question that many FSS's are very busy much of the time, but it is also a fact that some of the difficulties experienced in contacting them can be avoided by a better understanding of how to obtain needed services.

For example, consider communications. Each FSS has a number of communications frequencies, some common, some "discrete," some remote, some special purpose. The pilot who knows which frequency to select for the service needed is going to have the least trouble in obtaining that service.

Services normally offered at FSS's are associated with the following frequencies:

The common frequency. You will not find 122.2 shown over the FSS box on charts because it is available at all stations. This is important, because if you are ever in a situation where you need to call a FSS and have trouble reading the numbers on the chart, because of poor light or turbulence or any other reason, all you have to remember is 122.2. Another advantage of this frequency is that even the simplest aviation radio will have it. The disadvantage of 122.2 is that it is often busy. Also, being common to all stations, transmissions on this frequency may overlap especially in flat terrain or a high altitude, possibly causing interference or confusion.

Routine communications (weather or other flight conditions). Your best frequency for this kind of information is one of the "discrete" channels assigned a particular station, as indicated above the FSS box on your current sectional chart. It will usually be 122.3, 122.4, 122.6 or 122.7. (In congested areas stations may also use channels with 50 kHz spacing: 122.35, 122.45, 122.55, 122.65, 122.75.) You have a better chance of getting through more quickly on a discrete channel than on the common frequency.

Remoted communications. Unmanned facilities are used to extend the range of flight service stations. These are often co-located with VOR's, in which case the pilot must transmit on one frequency (usually 122.1 plus, in some places, 122.05 or 122.15) and listen on the VOR frequency, as indicated on the sectional. Remoted facilities are a great help to the small pilot who has only one radio, or who is blocked from line of sight communication with the FSS by terrain. It is important to remember that the FSS cannot transmit on 122.1, but receive only. It is also important for the pilot to remember that the facility relaying his call is unmanned----i.e., that in most cases he cannot expect to be given local weather observations for the remoted site, or field assistance.

Airport advisory service. Many airports without functioning air traffic control towers have Flight Service Stations capable of providing information helpful for landing or departing aircraft. If the airport has air carrier service, the airport advisory frequency will be 123.6 or occasionally 123.65 (for general aviation as well as air carrier use), as shown above the box on the sectional. If there is no air carrier service (the number will not be shown), or if your radio is without that channel, you can still get the service by calling on any existing frequency. The big advantage of 123.6 is that by monitoring it you can become aware of other traffic movements in the area, and you may be able to pick up a lot of the information you need just by listening before you make your call.

At airports with a part-time tower and a full-time FSS, calls made to the tower when the tower is not operating will be picked up and responded to by the FSS. This simplifies matters for the pilot, who may not know the tower's hours of operation. However, it is quite important that pilots identify the responder as being tower or FSS, since the station does not provide the same services as the tower, notably traffic separation. If you call in for "Martinsburg Tower," and the response comes back, "Martinsburg Radio," you know you have the FSS. If in doubt, ask.

En route flight advisory service. This service, on 122.0, is now available only from the stations (and their remoted outlets) at Los Angeles; Oakland, California; Portland, Ore.; and Seattle but is expected to expand eventually across the entire country. For weather information only.

Addressing your calls on the most suitable frequency is bound to speed up the services available to you, and it will also help promote the efficiency of the flight service system. Of course, if you do not have the preferred frequency----or cannot get an answer----use any frequency you can get through on, and in the event of any real emergency, never hesitate to make your call on the 121.5. You will be answered without delay.

(Article by FSS specialist Terry L. Lankford, of Bakerfield, California.)

SOUTH CAROLINA AERONAUTICS COMMISSION
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PROFESSIONAL WORKSHOP SCHEDULED

The Flight Safety Foundation, Inc., will conduct a three-day Professional Workshop at the Pinehurst Hotel and Country Club in Pinehurst, N.C., August 27-29. This program is designed for Professional Pilots, Fixed Base Operators, Air Taxi and Commercial Operators. It is co-sponsored by the Division of Aeronautics of the NOrth Carolina Department of Transportation and the National Air Transportation Association. The South Carolina Aeronautics Commission and the Virginia Division of Aeronautics will also assist in the Workshop. An excellent program has been planned for the three-day session. It includes many areas of interest that are not normally available in pilot clinics. The first days session will be weather radar and meterology. This will be taught by personnel from the United Airlines Training Center in Denver. On Thursday morning a panel discussion will cover pilot professionalism, single pilot operations, the role of the co-pilot, crew coordination, standard operations procedures, and hazardous materials. Participation in this discussion will be Fred McIntosh of NBAA and Dr. Stan Mohler of the FAA. The luncheon speaker on Thursday will be Captain Andy Yates of United Airlines. His topic will be "The Gentle Art of Saying No". Other panel discussions will be Safety Program Development and Management, Modern Air Traffic Control, Legal Aspects of Flight Safety and Commuting Weather Information. John Hamilton, Director of the South Carolina Aeronautics Commission will chair a panel discussion on Friday morning which will consider communicating safety information and understanding. Following this Captain Jack Tadlock of Piedmont Airlines and Joe Diblin will discuss future problems. Friday afternoon sessions will consider Tomorrows Environment, Tomorrows Equipment and Safety Appraisal. This will be an excellent program and we are very fortunate to be able to participate in it.

Flight Safety Foundation, Inc., is an International Membership organization dedicated solely to improving the safety of flight. Non-profit and independent, it serves the public interest by actively supporting and participating in the development and implementation of programs, policies and procedures effecting safety, by stimulating research into ways and means of eliminating accident-inducing factors, by in-depth appraisals of actual and potential problem areas in flight and ground safety and by developing possible solutions to those problems. As a vehicle of information interchange, it co-operates with all other organizations and individuals in the field of aviation safety in educating all segments of the aviation community in the principles of Accident Prevention.

The South Carolina Aeronautics Commission office has registration forms available. The fee for the course is $40. Hotel reservations may be made through the Northweat Travel Service, P.O. Drawer 310, N., Wilkesboro, N.C.

FAA BANS

FAA has decided to continue its ban on the use of portable electronic calculators on airlines aircraft and other aircraft operating IFR. They had been considering exempting calculators but their tests were inconclusive and conflicting and there appeared to be too much risk of interference with ADF and VOR indications. Meanwhile FAA's rule prohibiting the operation of portable electronic devices aboard aircraft operating IFR does not apply to portable voice recorders, hearing aids, heart pacemakers, electric shavers or any other portable electronic device that the aircraft operator or pilot-in-command determines will not cause interference with the navigation or communication system of the aircraft.